

Intimation.

2200.
Power,
32d.

GENTLEMEN'S
OUTFITTERS

NEW GOODS
SOFT DRESS-

SHIRTS

VERY LIGHT WEIGHT
PERFECT FITTING.

NEW
CELLNETT
UNDERWEAR

COOL
SAFE
DURABLE.

BATH
ROBES

LARGE ASSORTMENT.

NECKWEAR

Exclusive Designs
Specially Selected.

ART SHADES

IN

CREPE DE CHINE

IRISH POPLIN, ETC.

EVERYTHING
FOR
GENT'S WEAR.

Wm. POWELL,
LTD.

28, Queen's Road.
(Opposite Clock Tower)

Public Company

CANTON INSURANCE OFFICE
LIMITED

NOTICE TO SHAREHOLDERS

THE TWENTY-NINTH ORDINARY
MEETING of SHAREHOLDERS will
be held at the Offices of the Underwriters on
SATURDAY, the 11th proximate, at Noon.

The TRANSFER BOOKS of the Company
will be CLOSED from the 3rd to the 15th
proximate, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.
Hongkong, 24th September, 1910. (67)

Notices of Firms.

NOTICE.

WE have this day admitted Mr. ARTHUR
NILSSON as partner in our firm.
OLOF WIJK & CO. AGENCIES,
LIMITED.

Gothenburg, 1st September, 1910. (615)

NOTICE.

WE have this day been appointed Agents
for the SWEDISH EAST ASIATIC
STEAMSHIP CO., LTD.

OLOF WIJK & CO. AGENCIES, LTD.

Gothenburg, 1st September, 1910. (615)

NOTICE.

WE have this day been appointed SOLE
AGENTS for the SWEDISH LLOYD
S.S. CO.

OLOF WIJK & CO. AGENCIES, LTD.

Gothenburg, 1st September, 1910. (615)

NOTICE.

MR. CHARLES EDWARD ANTON
has been admitted a member of our
Company.

JARDINE, MATHESON & CO., LTD.,
Hongkong, 23rd September, 1910. (612)

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
OR

FRIDAY,

the 30th September, 1910, at 11 A.M., at
Queen's Status Wharf,
The Steam Launch "BELLE".

Length, 58 ft.
Beam, 10 ft. 6 in.
Depth, 6 ft.
Engines, Compound Surface Condensing
Cylinders, 8 in. 16 in.

Stroke, 10 in.
Boiler Pressure, 125 lbs.
Built by Kwong Hop Luong & Co. in 1909.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 27th September, 1910. (611)

PARTICULARS AND CONDITIONS
of the letting by Public Auction Sale, to be
held on MONDAY, the 3rd day of October,
1910, at 3 P.M., at the Offices of the Public
Work Department, by Order of His Excellency
the Officer Administering the Government,
of One Lot of CROWN LAND opposite
Shaukiwan Marina Lot 5, in the Colony of
Hongkong, for a term of 75 years, with the
option of renewal at Crown Rent to be fixed
by the Surveyor of His Majesty the King, for
use further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Landing. | Boundary Measurements. | | | | S. ft. | E. ft. | N. ft. | W. ft. | C. ft. | S. ft. | E. ft. | N. ft. | W. ft. | C. ft. | Acre. | Per Acre. |
|---------------------------------|-----------------------------|-----------------------------|------------------------|-----|-----|-----|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-----------|
| | | | ft. | ft. | ft. | ft. | | | | | | | | | | | | |
| Shaukiwan Lands Lot 5. | Original Lands Lot 5. | Original Lands Lot 5. | 48 | 48 | 60 | 60 | 8,320 | 8,320 | 8,320 | 8,320 | 8,320 | 8,320 | 8,320 | 8,320 | 8,320 | 8,320 | 8,320 | 8,320 |
| Hongkong, 24th September, 1910. | | | | | | | | | | | | | | | | | | |

PARTICULARS AND CONDITIONS
of the letting by Public Auction Sale, to be
held on MONDAY, the 3rd day of October,
1910, at 3 P.M., at the Offices of the Public
Work Department, by Order of His Excellency
the Officer Administering the Government,
of One Lot of CROWN LAND at Kau
U Fung, in the Colony of Hongkong, for a
term of 15 years.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Landing. | Boundary Measurements. | | | | S. ft. | E. ft. | N. ft. | W. ft. | C. ft. | S. ft. | E. ft. | N. ft. | W. ft. | C. ft. | Acre. | Per Acre. |
|---------------------------------|--------------|----------|------------------------|-----|-----|-----|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-----------|
| | | | ft. | ft. | ft. | ft. | | | | | | | | | | | | |
| 3 | 3 | 3 | 48 | 48 | 60 | 60 | 0.376 | 0.376 | 0.376 | 0.376 | 0.376 | 0.376 | 0.376 | 0.376 | 0.376 | 0.376 | 0.376 | 0.376 |
| Hongkong, 24th September, 1910. | | | | | | | | | | | | | | | | | | |

NOTICE.

A LARGE Number of BOOKS, PERIOD-
ICALS, & MAGAZINES and CLOTHES
ARE REQUIRED for the use of
the Troops laying here next month in
the S.S. "Rohilla" for Service, any firm
will be practically received by the Acting
Captain (Rev. A. B. Thorburn) either at St.
John's Cathedral, or at the Park Hotel,
Hongkong, 1st September, 1910.

PLANTATION RUBBER
ESTIMATES.

SOME REASONS WHY ESTATE MANAGERS HAVE
BECOME SO CONSISTENTLY CONSERVATIVE IN
FORECASTS OF YIELDS.

It is very obvious fact to anyone, even if he
is only but slightly interested, in plantation
rubber, that the output from Middle East
producing estates is practically invariably in
excess of managerial estimates for the periods
covered by the actual returns, cannot have
escaped notice. The 1909 returns, for example,
show that, without exception, no producer of
prime importance failed to exceed by far the
estimated yields, and in many cases the actual
figures were double (and more) the forecasts of
the managers. We have been frequently asked
why estimates and actual figures cannot more
nearly correspond, and in putting this question
to us more than one reader has assumed that
there is a sinister significance underlying these
discrepancies. Marmots of share-tipping by
those in the know, of tapping trees to death
in order that advantage might be taken
of the prevailing high prices (and recently
much higher prices) of the commodity
and of suspicion as that plantation rubber
is not the real "real" investment. Investment we
have made it out to be, but is nothing better
than a wild speculative gamble calculated to
bring huge fortunes to a number of unscrupulous
individuals and loss, possibly ruin, to tens of
thousands of others, represent as what, in courtesy, we will describe as suspicious
on the part of shareholders of a certain class.

UNDER-ESTIMATION NO FAULT.

If these individuals are daubers of finding
faults in the prospects of Middle East planta-
tion rubber we would earnestly recommend
them to look elsewhere than in the discrepan-
cies between estimates of yields and actual
outputs of rubber for such blitheties. Of one
thing we are certain, that on no estate has tap-
ping been deliberately forced in order that ad-
vantage might be taken of the prices ruling in
the raw rubber market. There may be, of
course, exceptions to this statement—where pro-
bably are—but they are so few and so unim-
portant that they may be forthwith dismissed
as unworthy of consideration, particularly as
such practices are bound to bring a speedy
retribution in the shape of failure to maintain
the temporarily-forced production, and the consequent failure to live up to such espe-
cially unfair returns. Those who attribute sinis-
ter motives to the men responsible for the
conduct of the affairs of the leading Middle
East plantations apparently ignore the fact
that their fortunes are just as closely bound
up in the permanency of the industry as those
of the general body of shareholders. During
the boom, no doubt, there were a lot of get-rich-
quick folk about, but it is difficult to find many
of them associated with the permanent side of
the industry. Obviously, it is not in the in-
terests of the real plantation rubber migrante
to slay the geese which are already laying the
golden eggs, since they know that these ex-
cellent fowls will continue to oblige for a long
time to come. No, the difference noted
between estimates and outputs has not been
due, and, indeed, is not now due, to any desire
on the part of those who control the destinies
of the producing companies to rig share values,
their policy being, if they can be said to have
any policy at all in this matter, to keep prices
well within sound and remunerative investment
bounds. Into the question of the permanency
of plantation rubber as an industry we need
not enter. Our views are well known, and have
been expressed in no uncertain language, usage
for years past. We would like, now less,
to express regret that any reader of ours who
may have become interested in the industry as
an investor should permit his opinion of its
future to be swayed by the remarks of any indi-
vidual who arrogates to himself the position of critic or by the vindictive irrespon-
sibilities rudely circulated by those whose
attempt to foist undesirable rumples upon the
public have been very properly exposed in this
and some other responsible journals.

SMALL OTHER REASONS.

Part from a desire not to commit themselves
to a definite statement as to the unknown
quality—and that is really what even to-day
the yield of a rubber tree in a Malayan planta-
tion amounts to—managers, ha! other and
cogent reasons for keeping their anticipations
as to outturns within strict bounds. By this
time most people, we think, are aware that on
new tropical estates there are dangers from
disease and pests to be faced, and the slightest
neglect to tackle these dangers instantane-
ously might easily result in overwhelming disaster.
Then, there is such a thing as sickness among
the coolies—imagine the effect of an
unchecked cholera outbreak on a few of the
big Malayan rubber properties—while a mis-
taken planning policy—say, for example, too
close planting—may not only hinder the antici-
pated development of the trees, but facilitate
the divergence of labour which might other-
wise be more directly profitably employed to
rectify this mistake before it is too late.

On the whole, we think the public have much
to be thankful for from the adoption of a policy
of casti. —they can call it extreme caution,
if they care—in the matter of plantation
rubber estimates. Had a contrary policy been
adopted we can well imagine the sweet things
which would have been said with regard to
plantation rubber during the past few
months. But some people seem to prefer the
rampant to the truth clutch. Well, that is
what we cannot say. We know, however, that in
this matter of estimates of outputs the directors
of the various comp. nies and their responsible
managers have been right, and we should
strongly oppose any material departure from
such a wholly wholesome practice.

W. E. GATIER.

Approved by the French Faculty
of Medicine.

Large Bottles 50c
Demi 25c
Cass 12c
Sole Agents

1000

1000

1000

1000

1000

1000

1000

1000

1000

1000

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

OF

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910

NOTE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—15¢ per person.

WEEKLY—\$1 per annum.

The rates per quarter and per annum are proportionate.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messengers. Post-subscribers can have their copies delivered at their residence, without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue is at any part of the world \$0 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

DEATHS.

On September 23, 1910, at Shanghai, Walter Dunn, aged 53 years.

On September 23, 1910, at Shanghai, Elizabath, beloved wife of W. S. Gatrell, successor to F. W. Resenham, aged 28 years.

The HONGKONG Telegraph

HONGKONG, WEDNESDAY, SEPT. 28, 1910.

"THE YELLOW DRAGON."

Towards the successive numbers of our youthful contemporary the *Yellow Dragon*, we have not only a paternal affection but a parental right of criticising its effusions and chastising its shortcomings. Happily for our fatherly feelings in the latter degree, there is little in the *Yellow Dragon* which can fairly be said to make necessary an administration of the pedagogic cane or slipper in that classic fashion which has been in evidence ever since Shakespeare's "schoolboy, who with satchel and shilling moring face, creeping like snail unwillingly to school" foretold the advent of our present-day schoolboy who yet dotes the termination of school holidays whilst wearing at the same time for a return to the glorious comradeship of previous terms and to renewed trials of strength and application both on bench and in playground. The *Yellow Dragon* in its latest issue constitutes a splendid example of the progressiveness which characterises our leading Hongkong scholastic institution, Queen's College. With the *Yellow Dragon* dominating the basic Confucian line "all within the Four Seas are Brethren" the frontispiece of the little journal is filled to

convey to the most insensate mind the excelsior spirit that pervades the life of the College as regards both teaching staff and pupils; whilst its informative contents prove very clearly that Queen's College is adding to its laurels every year, and that it promises to go on still farther in its upward climb and to be the best feeder in the Far East for the Hongkong University that is to be. There is no need now to hark upon the Term-End at the beginning of August last, for the awards and results of examinations were all published in our columns at the time of their publication; and very creditable these were. More important it is that we should look forward to the thidg which the current Term has in store for staff and pupils. The College re-opens on 13th September and about 700 boys quickly filled up the class-rooms. During the vacation the darker class-rooms have been painted and whitewashed, the light being greatly improved thereby. Class VII and VIII are to reappear—one division of each only—as a training ground for the pupil teachers. Amongst other items, relative to the Term just being entered upon, we learn from the *Dragon* that in the mathematical section Mr. J. Owen Hughes has kindly offered a very valuable prize to the student in Class I who succeeds in obtaining the highest aggregate of marks in the following subjects at the annual examination:—Arithmetical, algebra, geometry, mensuration, trigonometry and book-keeping. Five subjects are compulsory and the sixth is optional. Mr. A. W. Grant, mathematical master, has made a similar offer to Class II. In Hygiene, a prize has been offered by Mr. Garrett for the best paper in Class I at the annual examination. Most of the staff, it appears, found their way to Japan during the vacation and the Editor hopes to receive some account of their doings and happenings next month. As it is the *Yellow Dragon*, ho says, is suffering, like Henry I, from a surfeit; hence the new rules regarding the system of marking will be printed in the next issue. The piece of vacant land on Calor Road above the Disinfecting Station is to be used as a playground for Q.C. boys until further notice. We would suggest to the Editorial staff of the *Yellow Dragon* that every possible incentive should be employed to induce the boys to become contributors to its columns. We know perfectly well that nothing more instructive could possibly be anticipated than those narratives of experiences and adventures befalling the College staff in Japan and the North, for there is little that appeals to the youthful mind, more than the perusal of the writings of one whom he knows all the time and is in touch with from day to day. If there is one thing that appeals more to the boyish imagination, it is the knowledge that he is reading on that mysterious printed page of black and white the outpourings of a fellow-schoolboy's mind—which he will almost certainly strive to emulate. And one more point for the Editor: he should have all his articles fully signed by the writers; or, if their modesty does not permit them all to allow this, he should at any rate have their initials set clearly down at the foot of each contribution; and we are sure that there are plenty of clever Queen's College boys who have it in them to come forward fearlessly and without shame-facedness and lay before their fellow Collegians, their tutors, and the Hongkong public at large, some examples of their literary composition—whether in poetry or prose—that their tuition at Queen's College has made them capable of presenting.

KOWLOON-CANTON RAILWAY.

THE OPENING CEREMONY.

Guests, to whom railway tickets have been issued for the opening ceremony of the British Section of the Kowloon-Canton Railway on the 1st instant, will kindly enter the Railway terminus at Tsim-sha-shui by the senior gate at the junction of Canton Road with Salisbury Road.

KOWLOON CRICKET CLUB.

A Lively ANNUAL MEETING.

At the annual meeting of the Kowloon Cricket Club yesterday evening, the chair was occupied by Mr. D. Harvey, vice-president; and there was a large attendance. The first item of business down for dispatch on the agenda was the election of office-bearers; but when it was found that up in the agenda appeared the names of some whom the worthy office-bearers seemed to think worthy of all commendation, there was a good deal of boisterous discussion evoked. Eventually, however, after Mr. O. A. Barrow and Captain Somerville had spoken upon the subject, the report and accounts were adopted, and new executive appointments were made, including the following:—Patron, H. E. Sir Frederick Luard; President, Sir H. N. Mody; Vice-President, Mr. H. P. Goldsmith; Secy, Mr. T. Chee; Treasurer, Mr. T. H. Mead; Committee, Messrs Goldsmith, Harvey, Barrow, White, Nelson, Wease, and Robinson—with Major Chitty and Mr. J. P. Robinson as Captains and Vice-Captains, respectively, of the Cricket-Elevens. A resolution was also passed thanking Sir Horomjee for his donation of \$1,000 of which a portion was to the funds of the Club.

THE HARBOUR RACE.

LOGAN WINS.

The actual Harbour Race for prizewinners took place yesterday evening. Hundreds of spectators crowded on the Pray's between the V.R.C. and Murray Pier to watch the conclusion of the race. The V.R.C. was packed with a large number of members and their friends. The Police Pier on the Kowloon side, the starting point of the race, was also crowded. The outward French mail interfered somewhat with yesterday's swimming and boat departure for the North just as the race had begun caused two or three of the swimmers to retire in the early stage of the race. Barrow was one of them, and accordingly lost his chances of a place in the race. He swam second to Coo's last year after a close struggle. Barrow had a very narrow escape. Most of the swimmers saw or were told to look out for the mail boat by the members of the Committee on the official launch. Apparently Barrow did not notice the ship; he was making out to allow for the tide. Among the numerous launches that followed the race was a Police launch, in which, fortunately for Barrow, was an experienced pilot in the person of P.C. Pattison. This officer noticed Barrow's plight and made him at full speed shore for the latter to look out. But evidently the swimmer could not hear Constable Pattison's warning note. By this time those in the Committee's boat realising Barrow's danger began to shout out loudly. When within a few yards of the ship Barrow saw the imminent danger and turning round was caught hold of by Constable Pattison. The Police launch almost immediately going full speed astern. The mail steamer passed by within a few feet of the launch. Had the mail boat not put her head to starboard the Police launch would surely have been run down. Constable Pattison is to be congratulated for his presence of mind in averting an accident which might have provided a tragic incident in this year's harbour race. As the competitor passed the U.S.S. *Albion* the blue-jackets on board who manned the deck raised vociferous cheers. Towards the end of the race a large crowd of spectators gathered on Murray Pier. The structure being made of bamboo was unable to bear the strain and as the leading swimmers were approaching the wall a loud crackling noise of the bending bamboo supports of the pier flew gave the premonitory warning for the spectators to rush to the roadway and an accident was averted none too soon.

THE DAGMAR AUCTION.

On Sept. 15 at Bangkok at Messrs. Windsor and Co.'s offices, the stranded steamer *Dagmar* with her cargo was put up for auction. There were very few prospective purchasers and a bid of Tsh. 500 for the cargo alone resulted in it being knocked down to Mr. Kai-Czech of Bangkok at this figure. The auction of the vessel was postponed in order that Mr. Kai-Czech might ascertain what arrangements could be made with reference to the purchase of explosives.

FIVE CHINAMEN HAVE BEEN ADMITTED TO THE HOSPITAL AT HULL

TO HULL FROM WIDAWOSTICK.

Also, there were 58 Chinese engaged on board the vessel. The steamer has been thoroughly disinfected, and is being kept under close observation.

ORDERS WERE ISSUED AT ALDERSHOT ON 30th ult.

FOR STRING DRAWS OF THE 1ST EAST KENT REGIMENT.

AND THE 1ST YORKSHIRE LIGHT INFANTRY, TO BE IN

READINESS TO EMBARK AT SOUTHAMPTON ON SEPT.

20 FOR SINGAPORE AND HONGKONG RESPECTIVELY,

TO REINFORCE THE SERVICE BATTALION. CAPTAIN F.

W. TOMLINSON, EAST KENT, REGIMENT, LATELY

SERVING WITH THE 3RD (RESERVE) BATTALION AT

CANTERBURY, IS TO REJOIN THE 3RD BATTALION

(ABOUT TO MOVE FROM HONGKONG TO SINGAPORE)

WITH THE 180 MEN FROM THE 1ST BATTALION AT

ALDERSHOT.

A CHINESE EDITOR IN REJECTING AN MS.

THUS WROTE TO THE AUTHOR, AS WE LEARN FROM A PARIS CONTEMPORARY:—"WE HAVE READ YOUR MS. WITH GREAT DELIGHT. BY THE SACRED SKIES OF OUR ANCESTORS, WE SWEAR THAT WE HAVE NEVER READ SUCH A SPLENDID PIECE OF WRITING. BUT IF WE PRINTED IT, HE WHO IS THE EMPEROR, OUR MOST HIGH AND MOST MIGHTY RULER, WOULD ORDER US TO TAKE THIS AS A MODEL, AND NEVER PRINT ANYTHING INFERIOR. AS THIS WOULD NOT BE POSSIBLE IN LESS THAN A THOUSAND YEARS, WE, WITH GREAT REGRET, RETURN THIS DIVINE MS. AND ASK A THOUSAND PARDONS."

IT HAS BEEN BROUGHT TO OUR NOTICE THAT FOUR HOUSES IN QUEEN'S ROAD EAST HAVE BEEN SHORN UP.

THE HOUSES ARE ALL THREE-STORYED BUILDINGS AND AS FAR AS TWO OF THE HOUSES ARE CONCERNED, THE PROPS HAVE BEEN LEFT STANDING FOR THE LAST TWO YEARS! PART OF THE SHORING HAS BEEN PUT UP IN SUCH A MANNER AS TO CONSTITUTE A SOURCE OF DANGER IN THE EVENT OF A COLLAPSE, TO THOSE COMING WITHIN A CERTAIN RADIUS OF THE ARTIFICIAL PROPS, WHICH SHOW SIGNS OF ROT. IT WOULD BE INTERESTING TO KNOW WHAT THE BUILDING AUTHORITY IS GOING TO DO IN RESPECT OF THE HOUSES IN QUESTION.

THE ANNUAL MEETING OF THE HONGKONG FOOTBALL LEAGUE ASSOCIATION, SECOND DIVISION, WILL TAKE PLACE AT THE Y.M.C.A. ON THURSDAY, 6TH OCTOBER, AT 5.30 P.M.

A REPORT HAS BEEN MADE TO THE POLICE THAT WHILE THE STEAM-LAUNCH "WIFES" WAS PROCEEDING FROM HONGKONG TO TAICHAU CUSTOMS STATION, OPPOSITE NAM TAU CITY, YESTERDAY MORNING, A TICKET-COLLECTOR, OF ABOUT 26 YEARS OF AGE, FELL OVERBOARD. THE BODY HAS NOT YET BEEN RECOVERED.

CYRIL HARRIS, A JAMAICAN SCHOOLBOY, WHO WITH SATCHEL AND SHILLING MORNING FACE, CREEPING LIKE SNAIL UNWILLINGLY TO SCHOOL, FORETOLD THE ADVENT OF OUR PRESENT-DAY SCHOOLBOY WHO YET DOTES THE TERMINATION OF SCHOOL HOLIDAYS WHILE WEARING AT THE SAME TIME FOR A RETURN TO THE GLORIOUS COMRADESHP OF PREVIOUS TERMS AND TO RENEWED TRIALS OF STRENGTH AND APPLICATION BOTH ON BENCH AND IN PLAYGROUND. THE "YELLOW DRAGON" IN ITS LATEST ISSUE CONSTITUTES A SPLENDID EXAMPLE OF THE PROGRESSIVENESS WHICH CHARACTERISES OUR LEADING HONGKONG SCHOLASTIC INSTITUTION, QUEEN'S COLLEGE. WITH THE "YELLOW DRAGON" DOMINATING THE BASIC CONFUCIAN LINE "ALL WITHIN THE FOUR SEAS ARE BRETHREN" THE FRONTISPICE OF THE LITTLE JOURNAL IS FILLED TO

QUEEN AMELIA'S BIRTHDAY.

Today being the anniversary of the birth of Queen Amalia, mother of King Max, of Prussia, the British, and foreign warships in port were dressed in honour of the occasion. At noon a royal salute was fired by the men-of-war in harbour.

THE ORIENTAL HOTEL.

LAKE OF PROPERTY IN NEGOTIATION.

We learn that the building of this splendidly situated Hotel (in Queen's Road Central) which has so often changed hands of recent years, is about to be acquired by a well-known Company with its head office in London. Even though the property may change hands, the hotel will remain in uninterrupted possession until the expiration of the tenure of its present lease. The property will be acquired with a view to much-needed extension of the business of the Company which finds its present premises much too congested for its growing needs.

A CROWN PRINCE'S BIRTHDAY.

CELEBRATION AT THE WHITE CITY.

No country in the world except Japan can boast of a dynasty twenty-five centuries old. The history of China may be more ancient, but this has all along, as a Japanese historian has pointed out, been "a comedy of empire," through the vicissitudes of twenty-five hundred years, one Miado has followed another in hereditary and legitimate succession. In the Japanese character there are many strong sentiments, hardly yet understood by Western people, but the strongest is a servid patriotism which finds an object of worship in their ancient line of kings, commonly held to be sprung from legendary gods.

The passing of centuries and the influences of Western civilisation have in no way affected the traditional loyalty of the Japanese people. There was abundant evidence of this at the White City last month when the birthday of the Crown Prince was celebrated in a manner which is unfortunately spreading, with what result? They qualify, and in numerous cases become, earnest advocates of injection by hypodermic syringes. They use it whenever they can; it is one of the causes of the plague, and they are the greatest advocates of particular shrews to this species. No qualified doctor, used to the hypodermic needle, will, if there were it, be fewer "morphine fiends" about.

"It is a curious physiological fact that people are always impressed more by an operation which has some ceremony about it. The very fact that the mind is impressed and the imagination excited over the injection of morphine by the syringe is sufficient to invest the operation with more than common interest. It is not so much the actual drug itself which causes harm as the mental operations which begin when the stuff is taken in this manner."

"To illustrate what I mean. If I made up a mixture of ordinary sugar and water, put the same in a bottle, and gave it a high sounding name—say, Saccaxine—told my patient it was a highly-dangerous drug of great soothing properties, commenced to inject the same with some ceremony in a short time that person would be craving absolutely for that simple solutio. A slice of sugar and water. It is hardly conceivable, but it serves to show how powerful the influence of imagination is in this matter. The patient will undoubtedly find that he is being soothed; and if he is one of those fatal lunatics, will probably see visions of beautiful things."

Continuing, the doctor said he blamed the medical profession for this sort of thing. The younger men were greatly at fault. Older men rarely used the hypodermic syringe, preferring rather to administer morphine in medicine, complicating the object aimed at much more effectively, and laying no foundations of a fatal habit. Its use in that case ceased with the discontinuance of the medicine.

I have said that it is not the highly-strung man who gives way to this habit—it is the person who is not properly balanced. It has been said that bursts of drunkenness are the symptom and not the cause of insanity; so in the case of morphine, the user is to a degree insane, and is not driven so by the drug itself. No healthy man who took morphine legitimately would see "visions"; that indicates to me there is something mentally wrong. Such a man ought to be put away at once, for he is a danger to himself and others. It is the miserable, depressed, pessimistic, naturally-born melancholic soul who takes to morphine, and such ought to be removed out of harm's way at once."

The fall it bid forges, thieves, murders, suicides, et cetera, and it would be a benefit to the State if (with dimwits) the victims were put under restraint. In many cases the morphine user was not content with a drug alone, but took cocaine as well; the two producing a worse "fond" than ever.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-morrow. The agenda is as follows:

Financial Minutes. (Nos. 77 to 84.)

Report of the Finance Committee. (No. 12.)

Second reading of the Bill entitled An Ordinance to apply a sum not exceeding Six million and forty-two thousand five hundred and forty-three Dollars to the Public Service of the year 1911.

Committee on the Bill entitled An Ordinance to amend the Pharmacy Amendment Ordinance, 1910.

Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1910.

C. CLEMENTS.

Clerk of the Council.

Will not be proceeded with at this meeting.

A meeting of the Finance Committee will be held immediately after the Council.

TYphoon Warning.

The telegrams quoted below were received from the Manila Observatory at the American Consulate-General, Hongkong.

Manila, September 28, 10 a.m.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedular Service of 12 DAYS YOKOHAMA to VICTORIA, 12 DAYS HONGKONG to VANCOUVER, SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

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| From Hongkong. "EMPEROR OF JAPAN" | From Quebec. "EMPEROR OF IRELAND" |
| SATURDAY, OCT. 5TH. | FRIDAY, NOV. 4TH. |
| "EMPEROR OF CHINA" | "ALLAN LINE" |
| SATURDAY, OCT. 12TH. | FRIDAY, NOV. 25TH. |
| MONTEAGLE | |
| TUESDAY, NOV. 8TH. | |
| "EMPEROR OF INDIA" | From St. John. "EMPEROR OF BRITAIN" |
| SATURDAY, NOV. 19TH. | FRIDAY, DEC. 16TH. |
| "EMPEROR OF JAPAN" | "ALLAN LINE" |
| SATURDAY, DEC. 17TH. | FRIDAY, JAN. 13TH. |
| "EMPEROR OF CHINA" | "ALLAN LINE" |
| SATURDAY, JAN. 14TH. | FRIDAY, FEB. 10TH. |

"Emperor" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Emperors" Steamers on the Pacific and on the Atlantic are equipped with Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Cabins crossing the Americas Continent by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the Levant. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and capaciousness being excellent in every way.

HONGKONG to LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

..... Via Canadian Atlantic Port

..... Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. SHADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier),

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

| | |
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| For TIENTHSIN via SWATOW, WEIHAI, CHIPEHUNG | Steamship On |
| WEI & CHEFOO | FRIDAY, 30th Sept., Noon. |
| SHANGHAI via SWATOW | WOSANG |
| MANILA, ZAMBOANGA & AUSTRIAN PORTS | FRIDAY, 30th Sept., 4 P.M. |
| SHANGHAI, KOBE & MOJI | LOONGCHANG |
| MANILA | KUTSUNG |
| YUHNSANG | FRIDAY, 7th Oct., Noon. |
| YAPORKE, PENANG, CALCUTTA, NAMSUNG | SATURDAY, 8th Oct., 4 P.M. |
| MANADAKAN | MAUSANG |
| MONDAY, 10th Oct., Noon. | MONDAY, 10th Oct., Noon. |

RETURN TOURS TO JAPAN (OCCUPYING 14 DAYS).

The steamer "Kintaku", Nansha, and "Fukusong" leave about every 14 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light, & duly qualified surgeons is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Passage on through Bills of Lading to Yaukuang Ports, Chefoo, Tientsin & Newchwang.

Taking Passage on through Bills of Lading to Kudat, Lahad, Datin, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LTD.,
Telephone No. 215, Hongkong, 26th September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| STEAMER | TO SAIL | STEAMER | TO SAIL |
|--|------------|---|---------------------|
| PAKHOI | CHIANG | PAKHOI | CHIANG |
| SHANGHAI | 29th Sept. | SHANGHAI | 29th Sept. |
| MANILA, ZAMBOANGA & AUSTRIAN PORTS | CHIANG | CHIANG | 4 P.M. |
| SHANGHAI | CHIANG | SHANGHAI | 4 P.M. |
| HOUHOU & HAIPHONG | SHIANG | SHIANG | 1st Oct., Midnight. |
| MANILA | TARING | MANILA | 1st Oct., Noon. |
| TSINGTAU, CHEFOO & NEWCHIANG | MANOANG | TSINGTAU | 4 P.M. |
| ILIOLO & CEBU | KAIKONG | ILIOLO & CEBU | 4 P.M. |
| CHEFOO & TIENSIN | HUICHONG | CHEFOO & TIENSIN | 4 P.M. |
| Reduced Saloon Fares, single and return, to Manila and Australian Ports. | | DIRECT SAILING TO WEST RIVER. Twice Weekly. | |
| For AUSTRALIAN STREAMERS have superior accommodation with Electric Light throughout. | | S.S. "LINTAN" and S.S. "SANUL." | |
| Steamers have superior accommodation with Electric Light throughout. | | Steamers booked through for all Australian, New Zealand and Tasmanian Ports. | |
| MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon. | | Passenger must embark before midnight on Saturday for the Sunday morning sailing. | |
| SHANGHAI LINE | | These steamers land passengers in Murray Pier at 10 o'clock every Saturday night. | |
| FAST SCHEDULE TWIN-SCREW STREAMERS (Anhui, Chusan, Linan, Chihchou, with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yantze and Northern China Ports. | | These steamers land passengers in Murray Pier at 10 o'clock every Saturday night. | |
| Passenger must embark before midnight on Saturday for the Sunday morning sailing. | | These steamers land passengers in Murray Pier at 10 o'clock every Saturday night. | |
| Fares—\$45 single, \$80 return. | | Passenger must embark before midnight on Saturday for the Sunday morning sailing. | |
| For Freight or Passage, apply to BUTTERFIELD & SWIBB, Agent. | | Passenger must embark before midnight on Saturday for the Sunday morning sailing. | |

Telephone No. 25, Hongkong, 26th September, 1910.

For Freight or Passage, apply to
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Influences

COMMERCIAL

TODAY'S EXCHANGE

| | |
|-----------------------------------|-----------|
| London—Bank T.T. | 1,150,000 |
| Do. demand | 1,150,000 |
| Do. 4 months' sight | 1,150,000 |
| France—Bank T.T. | 2,180 |
| America—Bank T.T. | 1,540 |
| Germany—Bank T.T. | 1,540 |
| India—Bank T.T. | 1,5 |
| Do. demand | 1,540 |
| Shanghai—Bank T.T. | 1,5 |
| Singapore—Bank T.T. per H.K. Sico | 1,080 |
| Japan—Bank T.T. | 1,080 |
| Java—Bank T.T. | 1,080 |
| Hongkong—Bank T.T. | 1,080 |

Banking

| | |
|------------------------------------|-------|
| 4 months' sight L.O. | 1,080 |
| 5 months' sight L.C. | 1,080 |
| 10 days' sight Sac Fico & New York | 440 |
| 4 months' sight do. | 450 |
| 10 days' sight Sydney & Melbourne | 1,080 |
| 5 months' sight France | 1,080 |
| 4 months' sight Germany | 1,080 |
| Fair Silver | 240 |
| Bank of England rate | 3 X |
| Interest | 31/3 |

SHIPPING AND MAILS

MAILS DUE

| |
|--|
| Canadian (Empress of Japan) 29th Inst. |
| India (Kutang) 2nd prox. |
| America (Nippon Maru) 4th prox. |
| Germany (Vorl) 7th prox. |
| India (Kumang) 7th prox. |
| America (Siberia) 10th prox. |
| America (China) 18th prox. |
| Canadian (Monteagle) 18th prox. |
| America (Manchuria) 18th prox. |

The H. A. L. s.s. *Arminius* left Singapore on 28th Inst., a.m., and may be expected here on 4th prox., p.m.

The Silkev C. P. R. Co.'s s.s. *Empress of China*, which left here on 27th ult., arrived at New York on 24th Inst.

The H. A. L. s.s. *Albion* left Telangon via Foochow on 28th Inst., a.m., and may be expected here on 4th prox.

The P. M. S. Co.'s s.s. *Mavakusa* sailed from San Francisco on 27th Inst., for Hongkong via Yokohama, Kobe, Niigata and Manila, is due to arrive on 28th prox.

THE WEATHER

On the 28th at noon.—The barometer has fallen generally particularly over Melaco, Sime, Formosa and the S.E. coast of China.

The typhoon is situated to the S.E. of Formosa. At present it appears to be moving slowly toward N.W.

The high pressure area remains over the continent to the North of the Yangtze valley.

Bad weather may be expected in the Formosa Channel and the N.E. part of the China Sea.

Hongkong Rainsfall for the 24 hours ending 10 a.m. to-day, 0.0 inches.

FORECAST.

1.—Hongkong and Neighborhood, N. to N.W., winds, fresh to strong; fair, equally.

2.—Formosa Channel, strong N.E. gale.

3.—South coast of China between Hongkong and Lamecks, N. to N.W. winds, strong.

4.—South coast of China between Lamecks and Macao, N.W. winds, fresh.

Shipping

Halmun, Br. ss. 641, A. H. Stewart 27th Sept.—Swatow 6th Sept., Geo.—D. L. & Co.

Haitan, Br. ss. 1,186, J. W. Evans, 28th Sept., Foochow via Amoy and Swatow 27th Sept., Geo.—D. L. & Co.

Basudar, Br. ss. 1,056, A. Tough, 18th Sept., Coal—G. L. & Co.

Assau, Br. ss. 1,736, O. Jones, R.M.R., 28th Sept.—Bomby, 12th Sept., and Singapore 23rd Malacca and Geo.—P. & O. S. N. Co.

Dalio Maru, Jap. ss. 707, V. Kaburagi, 28th Sept.—Tasman 27th Sept., and Swatow 17th Ballast—O. S. K.

Kent, Br. cruiser, 6,000, S. J. Farquhar, 27th Sept.—from Wel-hai-wei.

Chenan, Br. ss. 1,155, L. Lloyd Jones, 28th Sept.—Canton 25th Sept., Gen.—B. & S.

Sungkhang, Br. ss. 988, H. A. Fards, 15th Sept.—Amoy, Hilo and Cebu 12th Sept., Gen.—B. & S.

Spir. Nor. ss. 871, S. J. Solom, 14th Sept.—Qwang-chow 21st Sept., Salt—Asgard Thorsen & Co.

Wongkong, Gen. ss. 1,115, H. Ibaiki, 24th Sept.—Bangkok 15th Sept., and Swatow 2nd Rice and Wood—B. & S.

Yawata Maru, Jap. ss. 816, T. Sakins, 27th Sept.—from Yokohama Potatoes and Sea Provision—N. Y. K.

Zafiro, Br. ss. 1,015, A. Fraser, 26th Sept.—Manila 24th Sept., Gen.—S. T. & Co.

Arrow, Br. 4-masted barque, 2,071, McIvor, 20th May—Anjer 8th April, Oil—Standard Oil & Co.

Clearance at the Harbour Office.

Forewards, for Singapore, Japan, for Swatow.

Kohsikang, for Hoihow, Ching-kiang, for Swatow.

Br. 1,000, for Dairen, Tsinling, for Nanking; Antu, for Bangkok.

Br. 1,000, for Calcutta, Japan, for Hainan.

Br. 1,000, for Saigon, Chonan, for Shanghai.

Br. 1,000, for Canton.

Br. 1,000, for Yokohama, Nankin, for Calcutta.

Br. 1,000, for Dairen, Tsinling, for Nanking; Antu, for Bangkok.

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